

The Hong Kong Daily Press.

No. 8692

號二十九百六十八第

日四十二月九十一精光

HONGKONG, SATURDAY, OCTOBER 31ST, 1885.

大拜禮

號一十三月十英華香

[PRICE \$21 PER MONTH]

SHIPPING.

INTIMATIONS.

BANKS.

AUCTIONS.

INSURANCES.

INTIMATIONS.

October 30, CYCLOPS, British steamer, 1,403 R. Jago, Shanghai via Foochow 28th October, General—BUTTERFIELD & SWIRE.

October 30, TELAMON, British steamer, 1,555, M. H. F. Jackson, Liverpool 19th September, and Singapore 23rd October, General—BUTTERFIELD & SWIRE.

October 30, PLAINMILLER, British steamer, 1,195, J. Rows, Nagasaki 24th October, Coals—SIEMSEN & CO.

October 30, ARUGADA, British bark, 97, Jas. A. C. Green, Newport 10th June, Coal—MESSAGERIES MARITIMES.

October 30, HAIPHONG, British steamer, 1,122, F. Ashton, Foochow 27th October, Amoy 28th, and Swatow 29th, General—DOUGLAS LAPEAUX & CO.

October 30, NIERNIER, German steamer, 731, Von Frieden, from Whampoa, Ballast—MELCHERS & CO.

October 30, DURE OF ABERCORN, British ship, 1,050, J. Burnie, Newcastle (N.S.W.) 9th September, Coal—DORE CO., LIMITED.

October 30, AMIGO, German steamer, 771, F. Thiessen, Heilow 20th October, General—WILKE & CO.

October 30, TANSON, British steamer, 1,506, T. L. Davies, Calcutta 13th October, and Singapore 23rd, Opium and General—JARDINE, MATHESON & CO.

October 30, JOHN KNOTT, British steamer, 1,350, R. H. Broyle, Glasgow 17th August, and Manila 27th October, General—ADAMSON, BELL & CO.

October 30, AERATION APCAE, British steamer, 1,392, Maetavish, Calcutta 15th October, Penang 21st, and Singapore 24th, Opium and General—DAVID SASSON, SONS & CO.

October 30, NAN-YIEN, French steamer, 472, A. Garcon, Haiphong 25th October, General—A. R. MARTY.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
30TH OCTOBER.

Pandora, A.-H. str., for Singapore.

Signal, German str., for Heilow.

Peking, British str., for Shanghai.

Lido, British str., for Shanghai.

P. Wilhelmina, Dutch bark for Batavia.

Cyclops, British str., for Singapore.

DEPARTURES.

October 29, CHIN-TO, Chinese gunboat, for a cruise.

October 30, NAMOA, British str., for Swatow.

October 30, CAMELOT, British steamer, for Amy.

October 30, QUARTA, German str., for Whampoa.

October 30, PEGASUS, British str., for Foochow.

October 30, VELOR, German str., for Whampoa.

October 30, VIOLENT, British des.ves., for a cruise.

October 30, MEXICAN, British frigateship, for Europa.

PASSAGE ARRIVED.

Per Cyclops, str., from Shanghai and Foochow—51 Chinese.

Per Telamon, str., from Liverpool, &c.—Mr. and Mrs. De Ryke and daughter, and 13 Chinese, from Singapore.

Per Haiphong, str., from Coast Sing., Messrs. Melby, Fisher, and Tong King Sing., and 13 Chinese.

Per Arctic, str., from Helow—60 Chinese.

Per Telamon, str., from Calcutta, &c.—Mr. Bentzon, and 111 Chinese.

Per Aragon Apocar, str., from Calcutta, &c.—Capt. Koch, Messrs. N. M. Gasper and M. Hyon, and 205 Chinese.

Per Nan-yien, str., from Haiphong—4 Europeans and 17 Chinese.

REPORTS.

The British steamer *Telamon* reports left Liverpool on the 18th September, and Singapore on the 23rd October. Had strong east by N.E. and very high sea on passage from Manila.

The British steamer *Cyclops* reports from Shanghai via Foochow on the 23rd October. Had strong N.E. wind and clear weather. On the 28th October passed the str. *Douglas*, from Shantou and 205 Chinese.

The British steamer *Aragon Apocar* reports left Calcutta on the 13th October, and Singapore on the 23rd. Left Singapore with fine weather, light breeze from N.E. and smooth sea, which continued to lat. 7° N., long. 107° 30' E.; thence to port strong N.E. monsoon with high sea and fine weather. From lat. 9° N., moderate monsoon and fine weather.

The British steamer *Taiyuan* reports left Foochow on the 27th October, Amoy on the 29th, and Swatow on the 29th. From Foochow to Amoy fresh N.E. winds and fine weather; thence to port strong N.E. winds and fine weather. In Foochow, str. *China* and *Japan*. Dr. Lamoy str. *Rory*, *Felix*, *Japanese*, *Aber*, and *Paris Chou*. On the 27th Oct., passed H.M.S. *Firebrand* into River Min.

VESSELS ARRIVED IN EUROPEAN PORTS IN CHINA, JAPAN, AND MANILA.

(For last Mail's Advice.)

Hugo Aug. 20

Pembroke-shire (s.), Singapore Aug. 20

Ajax (s.) Shanghai Aug. 25

Berwick (s.) Hongkong Aug. 26

Derbyshire (s.), Yokohama Sept. 1

Gordon Castle (s.), Yokohama Sept. 2

Aster (s.) Hongkong Sept. 3

Electric (s.) Hongkong Sept. 4

Titan (s.) Shanghai Sept. 5

Director Hongkong Sept. 11

Bengal (s.) Foochow Sept. 15

Glenorchy (s.) Shanghai Sept. 19

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)

Florence Cardiff June 9

Mohr New York June 11

Nel Ghau New York June 12

Lucile Liverpool via Cardiff June 16

Bothwell Castle (s.) London Sept. 15

C. F. Sergeant Penarth June 20

Great Surgeon Cardiff July 18

Caradoc Cardiff July 18

Horn Currier Penarth July 25

John Currier Penarth Aug. 12

William Anton Liverpool Aug. 16

Kyle (s.) Glasgow Aug. 16

Afghan (s.) Liverpool Aug. 16

Ellen A. Reed Cardiff Aug. 21

Edwin Reed Cardiff Aug. 27

Agnes New York Aug. 28

Catherston (s.) Antwerp Aug. 31

McNear Penarth Sept. 2

Box (s.) Cardiff Sept. 7

Debichester (s.) Hwang-hu London Sept. 8

Bothwell Castle (s.) London Sept. 15

W. KESWICK.

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COLONEL MOSBY INTERVIEWED.

With the exception of perhaps comparatively few ship-owners, the public generally is ignorant of the fact that some foreign vessels are flying the American flag without the right. In a casual way the Consul noted that during the recent troubles between France and China certain despatches mentioned that several Chinese vessels were placed under the American flag. It is a matter of law that no foreign-built vessel can receive an American register unless purchased as a wreck or built in with the acquisition of new territory. And so far as the flag is to my knowledge questionable. After the news of October came upon Colonel John S. Mosby, late United States Consul at Hongkong, for information on the subject. Colonel Mosby at once put before the reporter such a mass of information that it became a matter of small difficulty to condense it to conform to the prescribed limits of a newspaper article. Article 20, Consular Regulation, is as follows: "After the due notice of Consular officers in respect to the duties of foreign-built vessels transferred to citizens of the United States within their jurisdiction. The article sets forth that the rights of American citizens to acquire property in foreign ships has been held to be a natural right independent of statutory law, and such property is no more nor less entitled to protection by the United States than any other American citizen. The former practice of issuing letters in the case of the purchase abroad of American or foreign-built vessels by citizens of the United States, is no longer authorized and will not be permitted. To enable, however, the owners of a vessel so situated to protect their rights if molested or questioned, a Consular officer, though forbidden by law, grants any marine document or certificate of ownership, he is lawfully entitled to the bill of sale in his name and to the purchase certificate to that effect, certifying also that the owner is a citizen of the United States. If the transfer is in good faith the vessel is entitled to protection as the lawful property of a citizen of the United States. Continuing the article says: "The privilege of carrying the flag of the United States is under the regulation of Congress, and may be granted by the intention of that body that it shall be used by regularly documented vessels. No such intention, however, is found in any statute; and as a citizen is not prohibited from purchasing and employing abroad a foreign ship, it is regarded as reasonable and proper that he should be permitted to fly the flag of his country as an indication of ownership, and for the due protection of his property. The right to do so will not be questioned, and it is probable that would be represented by the Courts."

It should be understood, however, that such foreign-built vessels not registered, enrolled or licensed under the laws of the United States, although wholly owned by citizens thereof, cannot legally import goods, wares or merchandise from foreign ports, and are subjected in the coasting trade to disabilities and restrictions from which documented vessels of the United States are exempt. These extracts indicate how it is that foreign-built vessels may fly the American flag. Colonel Mosby was emphatic in his condemnation of the illegality of the transaction and said that during the troubles in Tongking many shipowners took advantage of the situation by sending their vessels to sail under the American flag and thereby its protection seems to be in conflict with the maritime policy of the country.

Article XX. says an American citizen has a natural right to acquire such property—but he has not the natural right to demand that it shall be recognized as an American vessel. He cannot bring suit in a court of the United States port. The various provisions of the Consular Regulations are manifested in the following:

ADDITIONAL NEWS BY THE AMERICAN MAIL.

The following additional telegraphic items are taken from the papers received for American mail:

THE ANTI-CHINESE MOVEMENT IN CALIFORNIA.

SETTLE, U.S.A., 27th September.

The train brought the news from Newcaste that was arrived with about twenty Chinamen. Their story is substantially as previously reported. A mob of masked men, numbering about twenty, and armed with rifles, visited their lodging-houses, and after breaking in the doors, ordered the inmates to leave at once. Finally, after an interview with the white guard, twenty-four Chinamen were released except by kicks and blows.

SACRAMENTO, 29th September.

The Anti-Chinese committee here largely attended, delegates being present from all parts of the State. Many speeches of an incendiary nature were read. The resolutions were finally adopted, and the convention adjourned:

A DURE PROHIBITION BY NEW-PICKERS.

LONDON, 29th September.

The hop pickers employed on the estates of the Duke of Edinburgh, in Kent, finished work to-day. The usual price for picking hops is eighteen pence a basket, and the Duke offered to pay them only a shilling. This created an uproar and the Duke became frightened at the demonstration and yielded to their demands.

A FATAL MISTAKE IN AMERICA.

DUBLIN, 29th September.

Mary Anderson appears as "Romeo and Juliet" here again. In the afternoon she accidentally inflicted a slight wound in her bosom. It created a sensation which was only allayed by Miss Anderson's appearance before the curtain and assuring the audience that the wound sustained was only trifling.

MR. PLIMSOUL.

LONDON, 29th September.

Mr. Samuel Plimsool the seafaring apostle of navigation reform, will shortly expose the young and charming daughter of a Hull timber merchant named Weller, whose name he seems to have given to his wife, while engaged on a political tour with Mr. Chamberlain. The first time he saw the lady he exclaimed: "How charming." Twenty-four hours afterward he made her an offer. A few hours later the offer was accepted and the paternal consent was obtained, and nothing remained but to fix the day of the marriage for the infatuated friend of navigators.

RESOLVED: THAT THESE DELEGATES INFORM THE COMMISSIONERS OF THE CHINESE REPRODUCTION ACT.

NEW YORK, 29th September.

Resolved: That the Western Washington Congregational Association in asking for an amendment to the Chinese Reproduction Act be represented through the people of the Puget Sound and the Pacific slope.

RESOLVED: THAT IN ADAPTING THE ABOVE RESOLUTIONS WE ARE GUIDED BY THE CONVICTION THAT THE ENFORCEMENT OF THE SAME WILL ERADICATE THE CHINESE EVIL, AND WE HOLD OURSELVES NOT RESPONSIBLE FOR ANY ACTS OF VIOLENCE WHICH MAY ARISE FROM NON-COMPLIANCE WITH THESE RESOLUTIONS.

WATERTON, 29th September.

United States Minister Merrill has sent to the Department of State copies of the regulations recently promulgated by the Hawaiian Kingdom controlling the immigration of Chinese. In substance the regulations are as follows:—No vessel shall be allowed to land more than twenty-five Chinese passengers at any port in the kingdom. These passengers will be restricted to the number provided with passes, entitling them to land. Passports entitling the holders to return to the kingdom will be granted persons of Chinese nationality, or who may hereafter become resident on the islands, provided such persons have been engaged in trade or have conducted some industrial enterprise during at least one year of age. Passports entitling the holder to enter the kingdom will be granted to the people of the Pearl Sound and the Pacific slope.

RESOLVED: THAT IN ADAPTING THE ABOVE RESOLUTIONS WE ARE GUIDED BY THE CONVICTION THAT THE ENFORCEMENT OF THE SAME WILL ERADICATE THE CHINESE EVIL, AND WE HOLD OURSELVES NOT RESPONSIBLE FOR ANY ACTS OF VIOLENCE WHICH MAY ARISE FROM NON-COMPLIANCE WITH THESE RESOLUTIONS.

THE CHINESE HABITAT.

WATERTON, 29th September.

Colonel Mosby is of the opinion that the entire Consular service is conducted on a system really too much defective, and needs a thorough overhauling. He also thinks that a large amount of clerical labor is now required on Consuls at the larger and more important maritime ports, and of such character as to reduce the Consular office to a higher or important plane than that of a subordinate clerk in the Customs service.

THE CONSULAR SERVICE.

WATERTON, 29th September.

"The Consular service," said Colonel Mosby, "is not up to date, and it is necessary to improve it, particularly in the useless clerical labor that devolves on a Consul. The quarterly lists of invoices required to be made on an aftergrowth superfluous work. The records of the Custom House contain all the statistics of foreign trade, and an ample clerical force is furnished to compute them. There is a copy of every invoice, certified to by a Consul, and filed in some Custom House, the manifest of the vessel, and the documents of the port in there and the goods themselves are entered there. This digest work should be assigned where it properly belongs to the Bureau of Statistics of the Treasury. I would also urge an entire and complete abolition of Consular fees. As I once wrote to the State Department, I think the best way to secure honesty in the public service is to make it impossible for officials to be dishonest. I can see no reason for official to be dishonest."

TEA CULTURE IN AMERICA.

WASHINGTON, 27th September.

A good deal of tea was produced seven years ago by the tea raising experiments conducted by Dr. then Commissioner of Agriculture. Many people will be surprised to learn that the department is still conducting the work of propagation, and that there is a steady demand for tea plants. "I don't suppose a week goes by," said Mr. Nease, the Chief Clerk of the Department, "that we don't get applications for tea plants." They don't grow tea plants for tea plants. Oh yes, they do, but for tea plants.

THE INDIAN MAIL.

LONDON, 9th October.

Latest advices from the West Coast of Africa state that a Portuguese protektorate has been established over Dahomey.

TEA CULTURE IN AMERICA.

LAHORE, 9th October.

Mr. W. Boucher, Eastover, Bridgewater, sends the following:

THE INDIAN MAIL.

LONDON, 9th October.

Intelligence requiring confirmation, has been received that, not Peshawar, but Epsom, the residence of Amherz Abdur Rahman received commissions in the new Native Cavalry Regiments that are being raised.

SMALL, 9th October.

Several near relatives of Amherz Abdur Rahman received commissions in the new Native Cavalry Regiments that are being raised.

THE INDIAN MAIL.

LONDON, 9th October.

A complaint has been opened by the American Consul against the Collector of Customs, who is said to be a man of great influence, for the non-payment of an invoice fee.

THE INDIAN MAIL.

LONDON, 9th October.

As Consular fees are ultimately paid by the people of the United States just like other taxes, they should be collected at home. What I mean is this, the foreign shippers who send goods to the United States pay \$30 to the Consul, who certifies his bill of lading, and at the same time the shipper recoups himself by charging it to the consignee in the United States. As a matter of fact these Consuls fees are a tax on commerce as much as the duties on imports. In my opinion all such taxation should be levied and collected at the Custom House, and Consuls that left free to discharge the appropriate functions of their office.

THE INDIAN MAIL.

LONDON, 9th October.

Colonel Cochrane and party arrived at Chital on the 11th September, and met with an honourable reception.

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The current report that he is dead is probably untrue.

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COMMERCIAL INTELLIGENCE.

FRIDAY, 30th October.
EXPORT CARGO.—
Per steamship *Rohilla*, sailed on the 27th October.—For London—55 bags raw silk, 9 cases silk piece goods, 148,439 lbs. cotton, 107,018 lbs. tobacco, 23,672 lbs. wool, 275 bags waste silk, 45 boxes prints, 100 packages sundries. Per *Conqueror*—33 bags raw silk, 6 cases silk piece goods, 3 packages sundries.

OPium.

Quotations are—
Malwa (New) \$340 per picul, allow. of 3
Malwa (Old) \$350 to \$500 per picul, allow.
Pata (New) \$350 of 2 to 3
Pata (Old) \$350 per cwt.
Bunras (New) \$538 to \$580
Bunras (Old) \$500 " "

EXCHANGE.

On LONDON.—
Telegraphic Transfer \$42
Bank Bills, on demand \$38
Bank Bills, at 90 days' sight \$38
Bank Bills, at 4 months' sight \$38
Credits, at 4 months' sight \$38
Documentary Bills, at 4 months' sight \$36

On PARIS.—
Bank Bills, on demand \$33
Credits, at 4 months' sight \$41
Bank Bills, at 90 days' sight \$38
Bank Bills, at 4 months' sight \$38
Credits, 60 days' sight \$38

On BOHMEN.—
Telegraphic Transfer \$27
Bank, on demand \$28

OSLO.—
Telegraphic Transfer \$27

Disk, on demand \$22

ON SWEDEN.—
Bank at sight \$4

Private, 30 days' sight \$4

SHARES.

Dicks—Sales have been made at 68 per cent. premium for the end of the month.

Quotations are—
Hongkong and Shanghai Bank Shares—161 per cent. premium.

Union Insurance Society of Canton, Limited—\$430 per share.

China Traders' Insurance Company's Shares—\$20 per share.

North China Insurance—Th. 300 per share.

Yangtze Insurance Association—Th. 122 per share.

Chinese Insurance Company, Ltd.—\$170 per share.

On Tai Insurance Company, Limited—Th. 148 per share.

Canton Insurance Office, Limited—\$80 per share.

Hongkong Fire Insurance Company's Shares—\$370 per share.

China Fire Insurance Company's Shares—\$74 per share.

Hongkong and Whampoa Dock Company's Shares—66 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—\$55 per share premium.

Int.-China Navigation Co.'s Shares—

China and Manila Shipping Company, Limited—30 per cent discount, nominal.

Douglas Steamship Company, Limited—\$50 per share.

Hongkong Gas Company's Shares—\$90 per share.

Hongkong Hotel Company's Shares—\$155 per share.

China's Sugar Refining Company, Limited—\$55 per share.

China Sugar Refining Company (Debentures)—1 per cent. premium nominal.

Luton Sugar Refining Company, Limited—\$80 per share.

Hongkong Ice Company's Shares—\$165 per share.

Hongkong and China Bakery Company, Limited—\$30 per share.

Perak Tin Mining and Smelting Company—\$20 per share.

Penang and Sarawak Dua Samata Mining Company, Limited—\$35 per share.

Selangor Tin Mining Company—\$13 per share.

Perak Sugar Cultivation Company—Th. 12 per share.

Hongkong Rop Manufacturing Company, Limited—\$87 per share.

Hongkong and Macao Glass Manufacturing Co., Limited, Par, toning—\$2 per cent. premium.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.

(From *Newspaper*, *Advertiser & Co.*'s Register.)

October 30th.

Temperature—A.M. 75

Barometer—1 P.M. 75

Barometer—9 A.M. (Wet bulb) 77

Barometer—1 P.M. (Wet bulb) 77

Barometer—9 A.M. (Dry bulb) 78

Barometer—1 P.M. (Dry bulb) 78

Barometer—Maximum (over 24 hrs.) 74

HONGKONG TIDE-TABLE.

From OCTOBER to 5th NOVEMBER, 1885.

HIGH WATER.

LOW WATER.

Height	Height	Height
Hongkong Mean Time.	Hongkong Mean Time.	Hongkong Mean Time.

Mean	Mean	Mean
Height	Height	Height

Mean	Mean	Mean
Height	Height	Height

Mean	Mean	Mean
Height	Height	Height

Mean	Mean	Mean
Height	Height	Height

Mean	Mean	Mean
Height	Height	Height

Mean	Mean	Mean
Height	Height	Height

Mean	Mean	Mean
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